

CLASSIFIED MESSAGE

DATE

2220Z 27 JUN 62

~~SECRET~~

ROUTING

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TO : DIRECTOR

FROM :

ACTION: DPD (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

NJI

TOR: 2249Z 27 JUN 62

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OPERATIONAL IMMEDIATE

OPERATIONAL IMMEDIATE

IN 40709

2E19C
807

TO

OPIM

INFO

CITE

5159

OXCART

NO NITE ACTION

EYES ONLY MR KIEFER, COL BEERLI, AND MR PARANGOSKY

FLIGHT 16 AIRBORNE TODAY JUNE 27 AT 11:30 PDT. THE FLIGHT LASTED 58 MINUTES. THE PRIMARY OBJECTIVE WAS TO INVESTIGATE TAIL VIBRATION AT 400 KEAS AT 40,000 FEET. THE INSIDE OF BOTH VERTICAL TAILS AND THE TOP SURFACES OF THE NACELLES HAVE BEEN TUFTED AND MOVIES ARE BEING TAKEN DURING FLIGHT TO DETERMINE IF AND WHEN SEPARATION OCCURS AND ITS APPARENT COURSES.

TAKE OFF WAS MADE ON AB AND WATER AT 85,000 POUNDS AND USED 6,300 FEET OF RUNWAY. THE AIRCRAFT WAS CLIMBED TO 20,000 FEET WHERE A LEVEL FLIGHT RUN WAS MADE AT 400 KEAS. THIS WAS FOLLOWED BY A LEVEL FLIGHT RUN OF 380 KEAS AT 30,000 FEET AND 400 KEAS AT 35,000 FEET. THERE WERE NO NOTICEABLE EFFECTS ON THE TAIL. THE AIRCRAFT WAS THEN CLIMBED TO 42,000 FEET HOLDING A STEADY 400 KEAS. NO EFFECTS WERE NOTICED UNTIL 41,000 FEET AND M. 1.41 WAS REACHED AT WHICH TIME THE AIRCRAFT STARTED TO VIBRATE. THE VIBRATION INCREASED

APPROVED FOR RELEASE
DATE: AUG 2007~~SECRET~~

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ED IN INTENSITY AS THE AIRCRAFT CLIMBED TO 42,000 AND REACHED
M. 1.42. THE AIRCRAFT WAS THEN DECELERATED AND SEVERAL SAS GAIN
CHECKS WERE RUN. HOWEVER, THE AIR WAS SO ROUGH IT WAS FELT TO BE
FRUITLESS TO CONTINUE FLYING SO THE FLIGHT WAS TERMINATED.

THE MAIN THING LEARNED TO DATE IS THAT THE PROBLEM IS ASSOCIATED
DIRECTLY WITH MACH NUMBER AND IS NOT A FLUTTER PROBLEM. WE WILL
KEEP YOU INFORMED AS MORE INFO BECOMES AVAILABLE.

FLIGHT 17 IS SCHEDULED FOR 8:00 PDT JUNE 28 FOR FURTHER INVES-
TIGATION OF THIS PROBLEM.

THE KC-135 WILL BE AT [] FOR FLUSHING AND CREW BRIEFING
ON JULY 5 AND 6. IT WILL THEN RETURN TO CASTLE AFB UNTIL THE WEEK
OF JULY 9TH, DURING WHICH IT WILL BE AVAILABLE FOR 3 REFUELING
SORTIES WITH THE A-12.

END OF MESSAGE

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